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DIRECTORATE OF
INTELLIGENCE

Intelligence Memorandum

Foreign Shipping To North Vietnam During December 1969

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January 1970

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Foreword

The data in this memorandum are preliminary and subject to minor changes as additional information becomes available. These changes usually involve ship arrivals and cargoes from Communist China and, to a lesser extent, cargoes carried by ships of the Free World. Corrections and additions since previous reports are reflected in data for the preceding month and cumulative totals presented in the tables. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
January 1970

INTELLIGENCE MEMORANDUM

Foreign Shipping To North Vietnam
During December 1969

Highlights

Seaborne imports to North Vietnam remained at a high level in December -- 171,000 tons. Shipments from the USSR reached a new high of 101,000 tons, and included a record amount of foodstuffs (35,000 tons). Seaborne exports rose sharply, reflecting increased shipments of coal, apatite, and rice.

There were no known seaborne imports of combat arms or ammunition in December. Soviet ships, however, continued to deliver small consignments of unidentified cargo associated with the Chief Engineering Directorate (GIU).*

A rise in congestion at Haiphong mirrored the highest level of foreign ship arrivals (43) since January. Average layover times for departing dry cargo ships continued to decline, however, and were equal to the lowest month since April 1967.

The *Vergmont*, which is expected to reach Haiphong late in January with 10,000 tons of general and miscellaneous cargo loaded in Romania, will be the first British-flag ship registered in the United Kingdom to enter North Vietnamese waters since January 1966.

* *This Directorate handles Soviet military aid shipments abroad.*

Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research.

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Seaborne Imports

1. Seaborne imports to North Vietnam in December of 171,000 tons were somewhat higher than the average for the preceding 11 months (see Tables 1, 2, and 3). For the third consecutive month, imports from the USSR set a new record high, reaching 101,000 tons. Deliveries from Free World countries (13,000 tons) were close to average monthly levels for the year, whereas deliveries from Communist China (36,000 tons) and East Europe (10,000 tons) were well below average.

2. Foodstuff imports in December of 59,300 tons -- 7% below the average of the preceding 11 months -- included a record volume from the USSR (34,900 tons) and the first shipment of sugar from Cuba (6,400 tons) since August. Imports of petroleum returned to more normal levels in December (31,700 tons) following unusually large shipments in October and November of 52,400 tons and 49,700 tons, respectively. The first large shipment of fertilizer from North Korea in 1969 (4,000 tons) was delivered to Haiphong in December. Total fertilizer imports for the month (19,000 tons) were 52% above the monthly average for January-November. Imports of general and miscellaneous cargo rose to 56,100 tons, sustaining the high level attained in October and November. This cargo mix included machinery and equipment, steel products, pyrites, soft coal, gypsum, cement, chemicals, explosives,* vehicles, barges, and dredges.

GIU Cargo and Sporting Arms

3. There were no known seaborne deliveries of combat arms or ammunition to North Vietnam in December. However, four Soviet large-hatch ships delivered small consignments of GIU-associated cargo** totaling 110 tons, raising deliveries of such cargo to North Vietnam during 1969 to almost 800 tons. A small shipment of sporting arms

* Including 1,000 tons of chemical explosives, the fourth consignment to arrive from Poland by sea since June.

** GIU handles Soviet military aid shipments abroad. Such cargoes were first noted aboard Soviet ships en route to North Vietnam early in 1969.

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reportedly arrived during the month, increasing total seaborne deliveries of sporting arms and ammunition for the entire year to approximately 50 tons.

Seaborne Exports

4. Sparked by sizable increases in shipments of coal and apatite, seaborne exports rose sharply from 51,800 tons in November to 78,300 tons in December (see Table 4). Coal exports reached their highest level in eight months -- 46,900 tons. Nine ships carried 43,000 tons from Cam Pha to Japan and a tenth carried 3,900 tons from Hon Gai to China. Apatite exports (11,000 tons, all to North Korea) were the largest since shipments resumed in August 1969, and cement exports (7,000 tons, all to Cambodia) were more than three times the monthly average since shipments resumed in April. Exports of rice totaled 10,400 tons (7,100 tons to Singapore and 3,300 tons to Malaysia), bringing total exports of that commodity since March 1969 to 34,500 tons. Other exports included chromite, jute, clothing, and handicrafts.

Ship Arrivals

5. Foreign ship arrivals in December (43) were the highest since January and included a record number of calls by Soviet ships (see Table 5). Of the seven Chinese ships that arrived in North Vietnam, one ship, the *Hung Chi 153*, sailed directly from China to the Hon Nieu Anchorage near Vinh with about 3,500 tons of rice, the first call by a foreign vessel in that area since July. Only one East European ship called at Haiphong in December; there were seven Free World arrivals, all British-flag ships registered in Hong Kong.

6. The British-flag ship *Vermont*, whose port of registry is London, is presently en route to Haiphong from the Black Sea, reportedly carrying nearly 10,000 tons of general and miscellaneous cargo loaded in Romania. This vessel, due to arrive late in January, will be the first British-flag ship registered in the United Kingdom to call

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in North Vietnam since January 1966.* It apparently was chartered by North Vietnam in the fall of 1969** for an undetermined number of voyages.

Increased Congestion at Haiphong

7. Mainly because of increased arrivals, the level of congestion at Haiphong was somewhat higher in December than in November, when it reached a two-year low. The average number of dry cargo ships in Haiphong per day increased only slightly, from 11 to 13, but the number of dry cargo ships in port per day rose from 10 at the beginning of December to 20 at the end of the month. Average layover times for departing dry cargo ships decreased for the fourth consecutive month to 14 days in December, the lowest figure since April 1967.

* The British government took steps at the end of 1965 to prevent ships registered in the United Kingdom from sailing to North Vietnam, but could do little to deter Hong Kong-registered British-flag ships from participating in the trade. All of the more than 300 British-flag ships that have called in North Vietnam since January 1966 have been registered in Hong Kong.

** The Vergmont is owned by Vergottis, Ltd., and operated by Vergocean Steamship Co. of London. Vergocean operates two other ships -- one in trade with Cuba and the other with Communist China.

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Table 1
Imports Carried on Foreign-Flag Ships a/

Flag	Dec 1969						Thousand Metric Tons			
	Foodstuffs	Fertilizer	Petroleum	Timber	General and Miscellaneous <u>b/</u>	Total	Nov 1969	Monthly Average Jan-Nov 1969	Cumulative Jan-Dec	
									1968	1969
<i>Total</i>	<i>59.3</i>	<i>19.0</i>	<i>31.7</i>	<i>4.7</i>	<i>56.1</i>	<i>170.8</i>	<i>166.0</i>	<i>156.2</i>	<i>1,965.8</i>	<i>1,889.2</i>
Communist	<u>51.2</u>	<u>11.3</u>	<u>31.7</u>	<u>2.1</u>	<u>43.7</u>	<u>139.9</u>	<u>131.0</u>	<u>116.7</u>	<u>1,309.6</u>	<u>1,424.0</u>
Soviet	34.9	11.3	31.7	2.1	27.5	107.4	104.6	78.8	863.2	974.4
East European	--	--	--	--	3.9	3.9	20.6	16.6	168.9	186.8
Chinese	10.0	--	--	--	12.2	22.2	5.8	17.8	219.7	218.0
Cuban	6.4	--	--	--	0.1	6.5	--	3.5	57.7	44.7
Free World	<u>8.1</u>	<u>7.7</u>	<u>0</u>	<u>2.6</u>	<u>12.4</u>	<u>30.9</u>	<u>35.1</u>	<u>39.5</u>	<u>656.2</u>	<u>465.2</u>

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.
b. Including unidentified cargo of 29,900 metric tons.

Table 2
Imports, by Country of Origin

Country	Cargoes in Thousand Metric Tons									
	Dec. 1969		Nov 1969		Monthly Average		Cumulative Jan-Dec			
					Jan-Nov 1969		1968		1969	
	Cargoes	Percent	Cargoes	Percent	Cargoes	Percent	Cargoes	Percent	Cargoes	Percent
Total	170.8	100.0	166.0	100.0	156.2	100.0	1,965.8	100.0	1,889.2	100.0
Communist	157.9	92.4	143.8	86.6	144.6	92.6	1,918.9	97.6	1,748.2	92.5
USSR	101.3	59.3	99.8	60.1	75.3	48.2	838.4	42.6	929.8	49.2
Eastern Europe	10.1	5.9	9.0	5.4	18.4	11.8	233.2	11.9	212.1	11.2
China	36.0	21.1	33.2	20.0	46.1	29.5	700.2	35.6	542.9	28.7
North Korea	4.0	2.3	1.9	1.1	1.3	0.8	89.3	4.5	18.8	1.0
Cuba	6.5	3.8	--	--	3.5	2.2	57.7	2.9	44.7	2.4
Free World	12.9	7.6	22.2	13.4	11.6	7.4	46.9	2.4	140.9	7.5

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Table 3
Imports, by Commodity

Commodity	Thousand Metric Tons				
	Dec 1969	Nov 1969	Monthly Average	Cumulative Jan-Dec	
			Jan-Nov 1969	1968	1969
<i>Total</i>	170.8	166.0	156.2	1,965.8	1,889.2
Foodstuffs	59.3	39.2	63.8	790.4	760.7
Fertilizer	19.0	21.6	12.5	158.9	156.7
Petroleum	31.7	49.7	31.0	385.3	373.0
Timber	4.7	1.8	3.0	26.4	37.3
General and miscellaneous	56.1	53.8	46.0	604.9	561.5

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Table 4
Exports Carried on Foreign-Flag Ships a/

							Thousand Metric Tons		
	Dec 1969						Monthly Average	Cumulative Jan-Dec	
Flag	Coal	Cement	Apatite	General and Miscellaneous	Total	Nov 1969	Jan-Nov 1969	1968	1969
Total	46.9	7.0	11.0	13.4	78.3	51.8	44.7	695.9	569.8
Communist	46.9	4.8	11.0	10.2	72.9	42.2	37.7	585.9	487.2
Soviet	37.0	--	11.0	3.7	51.7	28.3	17.7	209.2	246.0
East European	6.0	4.8	--	5.5	16.3	14.0	3.6	31.5	56.3
Chinese	3.9	--	--	1.0	4.9	--	15.9	334.3	179.4
Cuban	--	--	--	--	--	--	0.5	10.9	5.6
Free World	0	2.2	0	3.2	5.4	9.5	7.0	110.0	82.5

a. Exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

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Table 5
Foreign-Flag Ship Arrivals

Flag	Dec 1969		Nov 1969		Monthly Average		Cumulative Jan-Dec			
					Jan-Nov 1969		1968		1969	
	Arrivals	Percent	Arrivals	Percent	Arrivals	Percent	Arrivals	Percent	Arrivals	Percent
<i>Total</i>	43	100.0	35	100.0	37.6	100.0	500	100.0	457	100.0
Dry cargo	36	83.7	29	82.9	31.9	84.8	422	84.4	387	84.7
Tanker	7	16.3	6	17.1	5.7	15.2	78	15.6	70	15.3
Communist	36	83.7	28	80.0	29.3	77.9	351	70.2	358	78.3
Soviet	27	62.8	21	60.0	19.5	51.9	216	43.2	241	52.7
East European	1	2.3	5	14.3	3.4	9.0	31	6.2	38	8.3
Albanian	--	--	--	--	0.1	0.3	1	0.2	1	0.2
Bulgarian	--	--	1	2.9	0.5	1.3	4	0.8	6	1.3
East German	--	--	--	--	0.7	1.9	--	--	8	1.8
Polish	1	2.3	4	11.4	2.0	5.3	26	5.2	23	5.0
Chinese	7	16.3	2	5.7	6.1	16.2	98	19.6	74	16.2
Cuban	1	2.3	--	--	0.4	1.1	6	1.2	5	1.1
Free World	7	16.3	7	20.0	8.4	22.3	149	29.8	99	21.7
British	7	16.3	7	20.0	6.1	16.2	114	22.8	74	16.2
Cypriot	--	--	--	--	0.8	2.1	13	2.6	9	2.0
Japanese	--	--	--	--	0.3	0.8	1	0.2	3	0.7
Singaporean	--	--	--	--	0.4	1.1	6	1.2	4	0.9
Somalian	--	--	--	--	0.7	1.9	9	1.8	8	1.8
Other	--	--	--	--	0.1	0.3	6 a/	1.2	1 b/	0.2

a. Including two Lebanese, one Italian, one Maltese, one Kuwait, and one flag of illegal registry.

b. Maltese.

Table 6
Average Number of Dry Cargo Ships in Haiphong per Day

Month	Number of Ships		
	Year		
	1967	1968	1969
January	7	21	24
February	10	23	21
March	16	23	21
April	16	19	21
May	18	16	20
June	25	23	18
July	22	30	21
August	17	28	17
September	13	34	17
October	13	33	15
November	12	29	11
December	13	27	13
<i>Average for year</i>	15	25	18

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Table 7
Average Layover Times
for Dry Cargo Ships Departing Haiphong a/

Month	Number of Days		
	Year		
	1967	1968	1969
January	12	15	25
February	10	27	21
March	13	28	17
April	12	19	19
May	17	14	20
June	22	17	21
July	24	25	21
August	33	31	22
September	19	41	21
October	19	35	19
November	18	30	16
December	15	29	14
Average for year	18	25	20

a. The average layover time for departing dry cargo ships is compiled by averaging layover times (including both the day of arrival and of departure) of all dry cargo ships leaving Haiphong in the month. Tankers are excluded from the average because they do not compete with dry cargo ships for the limited berthing space in Haiphong.

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